

LITERATURE FOR THE

N° 21,137



A.D. 1911

Date of Application, 25th Sept., 1911

Complete Specification Left, 21st Mar., 1912—Accepted, 8th Aug., 1912

PROVISIONAL SPECIFICATION.

Improvements relating to Amusement Apparatus.

I, WILLIAM BARSBY, of Pixmore Way, Letchworth, Herts, Plumber, do hereby declare the nature of this invention to be as follows:—

This invention relates to an amusement apparatus of the kind in which suspended carriages are driven along a track, and its object is to provide a plurality of duplex frames each fitted with one or two suspended swing cars and with runners or rollers so arranged as to move over and within a divided upright circular or other form of track or wheel which is mounted in its upright position on a divided base, pedestal, stand or trestle in such a manner that the externally descending cars can pass between the latter beneath and around the said track or wheel, the frames being coupled in successive order to suitable driving means.

According to one construction and when using a divided upright circular track I may adopt a frame consisting of two suitably shaped body portions fitted with runners or rollers and connected together at the ends by tie-rods stays or the like in a superposed manner so as to move along the inside and the outside respectively of the said circular track or wheel. These body portions have trestles or V-shaped arms fixed to them pointing in opposite directions to each other and each having at the apex a pivot pin for the suspension of a swing car of any suitable form and size or two cars may be suspended side by side either between twin trestles or outside a central trestle.

The frames are coupled together in succession so as to keep them constantly at a relative distance apart, or they may be individually coupled to an endless driving chain, the proper distances being left between the cars, and said endless chain being driven by hand or a motor according to the size of the apparatus. The frames may advantageously be fitted with brake devices of any appropriate kind so that they can be stopped should the chain snap.

Dated this 25th day of September, 1911.

CHATWIN, HERSCHELL & Co.,
Patent Agents for the Applicant.

COMPLETE SPECIFICATION.

Improvements relating to Amusement Apparatus.

I, WILLIAM BARSBY, of Pixmore Way, Letchworth, Herts, Plumber, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to an amusement apparatus of the kind in which

[Price 8d.]



Barsby's Improvements relating to Amusement Apparatus.

suspended carriages or trucks are driven by endless chains along an upright standing track.

According to a previously proposed construction as described in the Specification 22,781/1910, the track has two parallel rails upon which carriages run each having a transverse axle carrying a passenger car suspended by the side 5 of the track, the latter being interrupted at the base so that the carriages have to run around large sprocket wheels on to an independent section of track above the landing platform.

Now, it is my object to ensure safety and reliability of working by adopting a centrally divided endless track on which the carriages or trucks are secured 10 in pairs in such a manner that one carriage or truck runs on the outside and the other on the inside of said track, each pair of carriages or trucks being rigidly fixed together and being fitted with twin-trestles or V-shaped arms pointing in opposite direction to each other and having at the apex a pivot pin for the suspension of centrally hanging swing cars whereby one car is caused 15 to follow the outside of the track and the other car the inside of such track. A plurality of such pairs of vehicles are coupled together at the ends by rods, stays or the like and also to an endless roller chain as hereinafter explained.

The invention is shown in the accompanying drawings, in which:—

Fig. 1, is a side elevation of the complete apparatus. 20

Fig. 2, is an end view of same.

Fig. 3, is a plan, drawn to a larger scale, of a portion of the track and of a travelling frame with chain-drive.

Figs. 4, 5 and 6, are a side elevation, end-view and central vertical section respectively of a pair of coupled carriages with pivoted passenger cars 25 drawn to a larger scale.

The centrally divided circular track consists of adjacently arranged annular portions a and a^1 which are firmly supported on a divided stand such as b and which are connected together by a plurality of bow-shaped members c or in any other suitable manner. Peripheral flanges d and d^1 , correspondingly 30 arranged on the interior and exterior of the annular portions a and a^1 , provide an open central path or middle track for the passenger vehicles and side tracks for a roller link-chain or chains e . The pivot pins e^1 of the chain e are fitted with rollers e^2 which run on the peripheral surface of the chain track. It is only necessary to provide at the inner surface of the divided track one set of 35 flanges d and d^1 for limiting the width of the track for the passenger cars or vehicles.

These cars or vehicles comprise an inner and an outer frame respectively such as f and f^1 rigidly fixed together by tie rods or bars g and fitted with axles h and wheels h^1 . The frames carry oppositely fixed trestles i and i^1 40 between each pair of which a swinging car j or j^1 is loosely suspended on a cross-pin k or k^1 so that these centrally located cars always assume a vertical position at every part of the track. The cars are coupled together by distancing bars or rods l .

The chain or chains e for positively driving the vehicles is or are coupled 45 with the latter in the usual manner through the intervention of lugs m in the slots of which a pin n engages. This positive driving engagement may, if desired, be adopted for both sides of each vehicle. The chain is suitably driven by hand or motor power according to the size of apparatus and the load carried. For example a chain wheel o , fast on a shaft o^1 , may be mounted in bearings p and be driven by a crank r . The lower portion of the wheel o passes 50 through a slot in the body of the track and engages the links of the chain e in the usual manner.

Each carriage is fitted with a brake-device of any appropriate kind so that they can be stopped or stop automatically should the chain snap. 55

Gangways and landing stages can be easily provided so as to give ready access to the cars.

Barsby's Improvements relating to Amusement Apparatus:

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

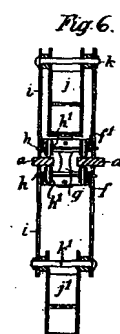
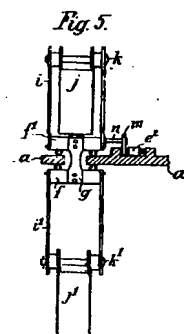
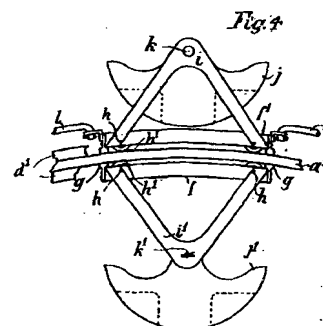
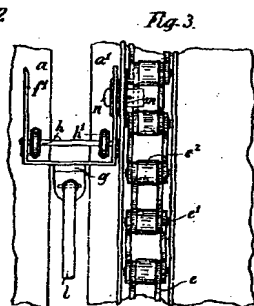
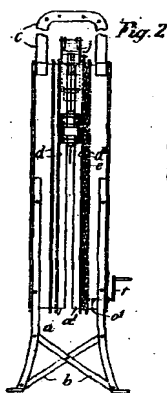
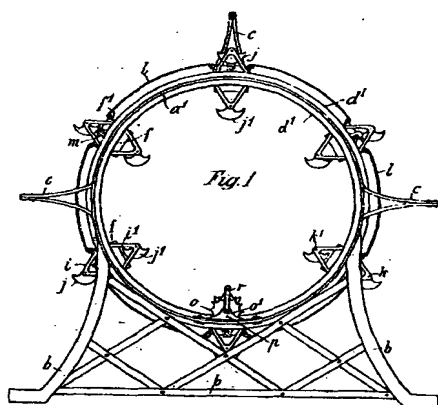
1. An amusement apparatus comprising a centrally divided endless track for the reception of trucks rigidly fixed together in pairs in such a manner that one truck runs on the outside and the other on the inside of said track, each truck being arranged to carry a centrally located car, substantially as described.
2. In an amusement apparatus as claimed in Claim 1, the use of tie rods for fixing the trucks in opposite positions to one another and distancing bars for the successive coupling of twin trucks into an endless series of travelling vehicles, substantially as described.
3. In an amusement apparatus as claimed in Claims 1 and 2, the combination with the twin trucks, of trestles or V-shaped arms pointing in opposite directions for holding centrally located swing cars, substantially as described.
4. In an amusement apparatus as claimed in Claims 1 to 3, the use of a roller chain for driving the twin trucks.
5. An amusement apparatus, constructed, combined and arranged to be operated substantially as hereinbefore described with reference to and shown in the accompanying drawings.

20 Dated this 21st day of March, 1912.

CHATWIN, HERSCHELL & Co.,
22, Gray's Inn Road, London, W.C.,
Patent Agents for the Applicant.

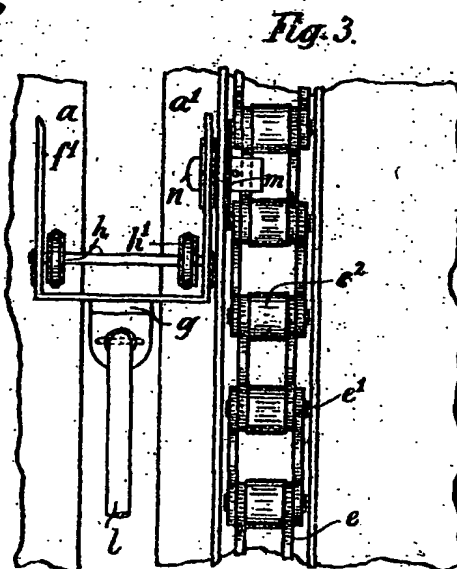
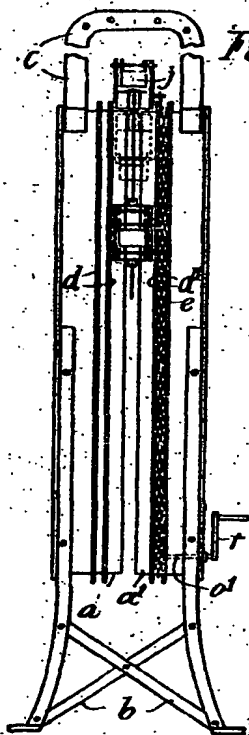
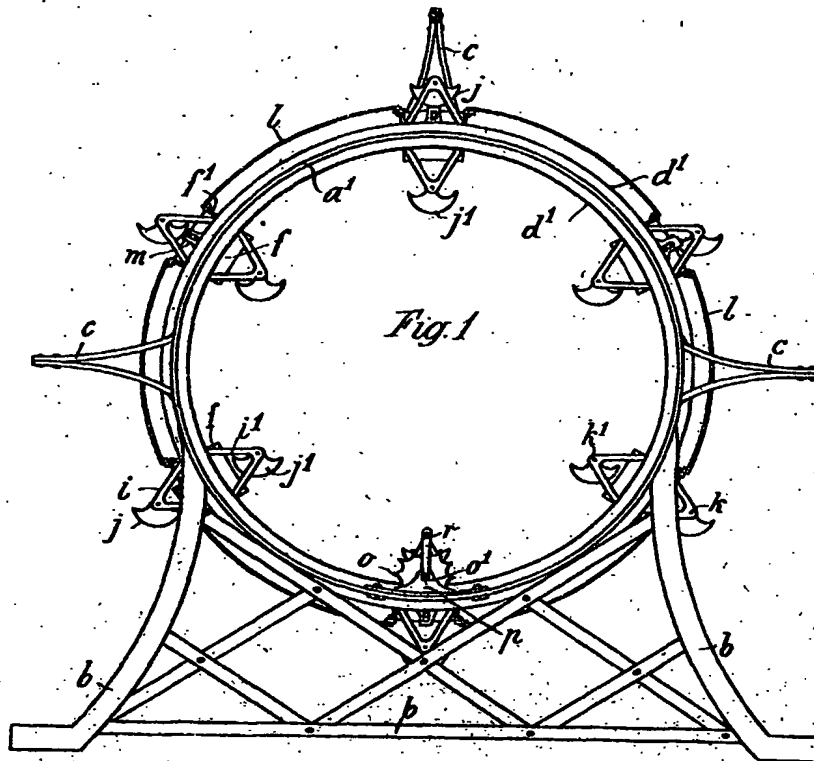
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12 SHEETS;
SHEET 2



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Multiple Sclerosis, Phospholipase



[This Drawing is a reproduction of the Original on a reduced scale.]

Fig. 4.

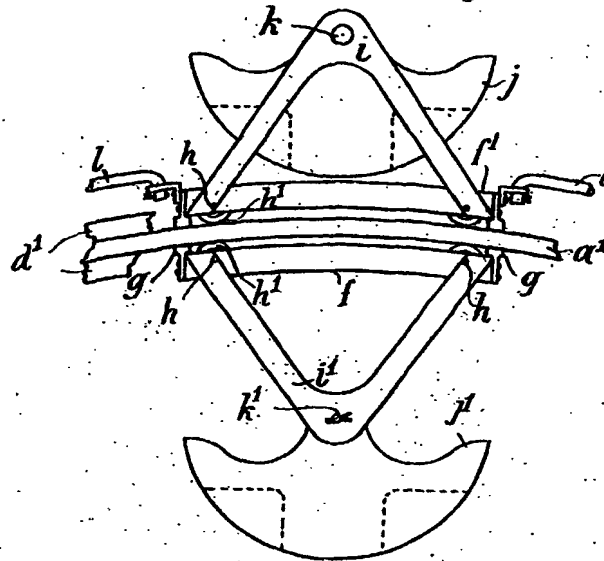


Fig. 5.

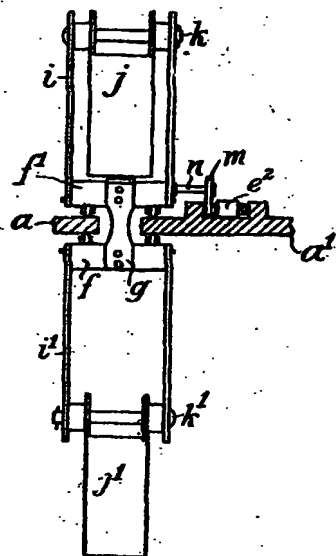
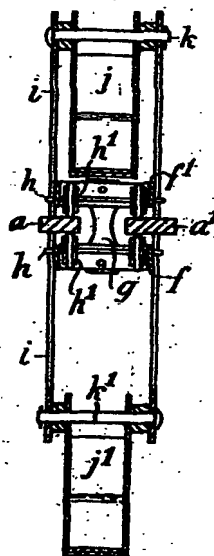


Fig. 6.



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